

Emergency Procedures

Fire Engine Failure

ENGINE FIRE DURING START

**** Con't Cranking Until Engine Starts ****

Mixture.....Idle Cut **OFF**
 Throttle.....Full Open
 Full Pump.....**OFF**
 Fuel Selector.....**OFF**
 Magnetos.....**OFF**
 Master Switch.....**OFF**
 Door.....Open and Evacuate Aircraft

ENGINE FIRE DURING TAXI

Fuel Selector.....**OFF**
 Aircraft.....STOP
 Mixture.....Idle Cut Off
 Master Switch.....**OFF**
 Magnetos.....**OFF**
 Door.....Open and Evacuate Aircraft

ENGINE FIRE DURING FLIGHT

Fuel Selector.....**OFF**
 Fuel Pump.....**OFF**
 Mixture.....Idle Cut **OFF**
 Master.....**OFF**
 Cabin Heat / Air.....**OFF**
 Airspeed.....**100+ KIAS**
 Best Landing Site.....SELECTED
 Door.....AJAR
 Flaps.....As Required
 Forced Landing.....EXECUTE

ELECTRICAL FIRE

Master Switch.....**OFF**
 Vents.....Open As Needed
 Cabin Heat.....**OFF**
 Land.....AS SOON AS PRACTICAL

Sufficient Altitude for Restart?

NO: See "Securing Engine" Procedure
YES: Attempt Restart

Airspeed.....73 KIAS
 Fuel Selector.....Opposite Tank
 Fuel Pump.....**ON**
 Mixture.....Enrichen As Required
 Throttle.....Adjust / Set
 Carb Heat.....**ON**
 Magnetos.....Left / Right / Both
 Best Landing Site.....Selected

Did Engine Restart?

YES: LAND AS SOON AS PRACTICAL
NO: Prepare for a Forced Landing
 MayDay.....Transmit (121.5)
 Transponder.....7700
 See "Securing Engine" Procedure

SECURING ENGINE

Best Landing Site.....Selected
 Airspeed.....73 KIAS
 Mixture.....Idle Cut Off
 ELT.....Activate
 Magnetos.....**OFF**
 Fuel Selector.....**OFF**
 Seatbelts.....Secure
 Master Switch.....**OFF**
 Door.....AJAR
 Flaps.....As Required
 Land.....Evacuate Aircraft



rev. 06/2021

N356ND Piper Warrior III

Preflight

Fuel & Oil (visual).....Check
 To reduce delay if fuel/oil is needed

Call SunAir (805) 389-9301

CABIN

Hobbs/Tach.....Verify
 Certs/Documents.....Check
 Control Lock.....Remove
 Master (BAT).....**ON**
 Flaps.....Extend
 Lights and Pitot Heat**ON** & Check
 Master (BAT).....**OFF**

RIGHT WING

Flap Hinges.....Check
 Aileron.....Check
 Leading Edge.....Check
 Fuel Strainer.....Sample
 Fuel Vent.....Clear
 Fuel Quantity.....Check
 Strut.....Check
 Brakes & Tire.....Check

NOSE

Engine Condition.....Check
 Oil Quantity.....6-8 qts
 Prop Blade.....Check
 Air Intake.....Clear
 Alternator Belt.....Check
 Nose Gear Strut.....Check
 Nose Gear Tire.....Check

LEFT WING

Brakes & Tire.....Check
 Strut.....Check
 Fuel Vent.....Clear
 Fuel Strainer.....Sample
 Fuel Quantity.....Check
 Stall Indicator.....Check
 Leading Edge.....Check
 Pitot Mast.....Clear

LEFT WING CONTINUED...

Aileron.....Check
 Flap Hinges.....Check

TAIL

Antennas.....Check
 Stabilator.....Check
 Rudder.....Check

Final Tarmac / Ramp Check

Ramp/TieDown/Chocks.....All Clear

Engine Start

PRE-ENGINE START

Seats.....Adjusted
 Seat Belts.....**ON**
 Headsets.....Plugged In
 Keys.....In and Ready
 Avionics Master.....**Verify OFF**
 Master (ALT & BAT).....**ON**
 Strobe Lights.....**ON**
 Nav Lights (night).....(As Required)
**** If engine is hot or flooded, see "Special Start Procedures" ****

Mixture.....Rich
 Throttle.....Full Open
 Fuel Pump.....**ON**
 Prime.....4 Seconds
 Throttle.....Closed, then 1/4" Open

ENGINE START

Brakes.....Engaged
 Prop Area.....Clear
Starter.....START
 Throttle.....1000 RPM
 Oil Pressure.....Check
 Fuel Pump.....**OFF**
 Mixture.....Lean 50%
 Avionics Master.....**ON**
 Circuit Breakers.....Check

Run Up

PRE- TAXI

Brakes.....Check
ATIS/ASOS (if available).....Listen

TAXI (IFR)

Heading Indicator.....Turns
Turn Coordinator-Turns & Ball Skids
Cross Check.....PFD/HSI

ENGINE RUN-UP

Fuel.....Fullest Tank
Brakes.....Engaged
Mixture.....Rich (or As Required)
Throttle.....2000 RPM
Eng. Instruments.....Check
Right Magneto.....<175 RPM drop
.....Back to Both.....
Left Magneto.....<175 RPM drop
.....Back to Both.....
Vacuum Gage.....Within Limits
Annunciators.....Test/Check
AMP Meter.....Check
Carb Heat.....Cycle & Check
Throttle.....Idle Check
Throttle.....1000 RPM
Mixture.....Lean 50%
Flight Controls.....Free & Correct
Flight Instruments.....Set
Flaps & Trim.....Set

AVIONICS

GPS.....Programmed
Radios.....Set

BEFORE TAKE-OFF

Doors/Windows.....Secured
Lights.....As Required
DG.....Confirm w/ Runway
Fuel Pump.....ON
Mixture.....Rich (As Required)

Takeoff

Throttle.....FULL OPEN
Rotate.....Vr - 50 KIAS

TAKEOFF CONTINUED...

Climb.....Vy - 79 KIAS
Fuel Pump.....OFF
Flaps.....UP

Cruise

CRUISE - CLIMB

Climb Speed.....87 KIAS

CRUISE

Mixture.....Lean (Rich of Peak)

Approach

DESCENT

Power.....Reduce as Needed
Mixture.....Enrichen As Required
ATIS/ASOS.....Listen
Flight Instruments.....Check / Set
Lights.....As Required
Fuel Selector.....Fullest Tank
Seat Belts.....Secure

FINAL APPROACH

Fuel Pump.....ON
Mixture.....Set for "Go-Around" Power
Flaps.....Set
Initial Approach.....70 KIAS
Short Final.....63 KIAS (Flaps Down)

After Landing

EXITING RUNWAY

Flaps.....Retract
Fuel Pump.....OFF
Mixture.....Lean 50%
Lights.....As Required

ENGINE SHUTDOWN

Avionics Master.....OFF
Mixture.....LEAN / CUT OFF
Throttle.....Idle
Ignition Key.....OFF and OUT
Master (ALT & BAT).....OFF

Securing Aircraft

INSIDE

Hobbs/Tach.....Record
Pilot Window.....Closed & Latched
Flight Controls.....Secured (with belt)

EXTERNAL

Pilot/Passenger Door.....Locked
Tiedown/Chocks.....Installed

Special Start Procedures

HOT START

Throttle.....1/2" Open
Mixture.....Rich
Fuel Pump.....ON
Brakes.....Engaged
Prop Area.....Clear
Starter.....START
Throttle.....1000 RPM
Oil Pressure.....Check
Mixture.....Lean 50%

FLOODED START

Master Switch.....OFF
Wait.....4 Minutes
Master Switch.....ON
Mixture.....IDLE CUT OFF
Throttle.....FULL OPEN
Brakes.....Engaged
Prop Area.....Clear
Starter.....START
Mixture.....Advance Smoothly
when engine starts
Throttle.....1000 RPM
Oil Pressure.....Check
Mixture.....Lean 50%

Unusual Procedures

ENGINE ROUGHNESS

Carb Heat.....ON
Mixture.....Adjust As Needed
Throttle.....Adjust As Needed

IF ROUGHNESS CONTINUES...

Fuel Pump.....ON
Fuel Selector.....Opposite Tank
Engine Instruments.....Check
Magnetos.....Switch to Left/Right

If either Mag is Satisfactory,
Continue on that Mag

Throttle.....Reduce Power
LAND AS SOON AS PRACTICAL

LOSS OF OIL PRESSURE

LAND AS SOON AS PRACTICAL
Prepare for Imminent Engine Failure

EXCESSIVE RATE OF CHARGE

Alternator.....OFF
REDUCE ELECTRICAL LOAD
LAND AS SOON AS PRACTICAL

SPIN RECOVERY (REAP)

Rudder.....Opposite of Rotation
Elevator.....Forward / Break Stall
Ailerons.....Neutral
Power.....Idle

V-Speeds (KIAS)

Vr - 50	Vg - 73
Vx - 63	Vno - 126
Vy - 79	Vne - 160
Vso - 44	Va - 111 (2440 lbs)
Vs1 - 50	- 88 (1531 lbs)
Vfe - 103 (10°)	Vref - 63 (40°)
- 90 (25°-40°)	